

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin, AICP 
Associate Director

DATE: April 22, 2022

SUBJECT: BZA Case No. 20698 – 2917 Knox Place SE

APPLICATION

Rupsha 2011, LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), requests a special exception from the minimum vehicle parking requirements of Subtitle C § 701 and the matter-of-right uses of Subtitle U § 401 to construct a new, detached, three-story with cellar, 16-unit, apartment building. The site is located in the RA-1 Zone at 2917 Knox Place SE (Square 5741, Lot 105) and is not served by a public alley.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application.

Subtitle C § 703.4 requires that any request for a reduction in the minimum number of parking spaces must include a Transportation Demand Management (TDM) plan that has been approved by DDOT. In February 2022, the Zoning Commission approved a Text Amendment (ZC 21-20) removing the requirement for a TDM Plan if parking relief from fewer than five (5) spaces is requested. In this case, the Applicant is seeking relief from only four (4) parking spaces. Therefore, DDOT did not require a TDM Plan. Given the site is less than ¼ mile from Priority Corridor Network Metrobus #92 route DDOT supports the requested relief.

TRANSPORTATION ANALYSIS

Vehicle Parking

Board of Zoning Adjustment
District of Columbia

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The Applicant is required to provide four (4) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is not providing off-street parking spaces. Providing little or no parking is consistent with DDOT's approach to encouraging transit usage, allowing for non- automobile ownership lifestyles, and minimizing traffic congestion in the District.

Residential Permit Parking (RPP)

The site is located on the 2900 Knox Place SE, which currently is not participating in DDOT's Residential Permit Parking (RPP) program. Residents of the future building will not be eligible to obtain a RPP pass from the Department of Motor Vehicles (DMV). Curbside parking along Knox Place adjacent to the site is currently unrestricted.

Bicycle Parking

DDOT estimates the Applicant is required by zoning to provide five (5) long-term bicycle parking spaces and one (1) short-term bicycle space. The submitted plans do not show any long- or short-term bicycle parking spaces. DDOT requests the Applicant confirm they are meeting the requirements and update the BZA plans to show that these have been designed into the project.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

Per Subtitle C § 901.1 of the Zoning Regulations, buildings with fewer than 50 units are not required to provide a loading berth. As such, future residents should use the rear of the property for move-in/move-outs or obtain "emergency no parking" signs from DDOT to reserve an on-street parking space. Since the site has more than three (3) units, the Applicant must contract a private trash collection service. Trash should be stored entirely on private property, out of the view of the sidewalk. Trash should be collected from Knox Place and returned to private property after trash is collected.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. If any portion of this or future projects at the property propose elements within District owned right-of-way, the Applicant is required to pursue a public space permit through DDOT's permitting process.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#)

(DEM), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

AC:sm